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September 10, 1970

Mr. Henry C. Halland
Director of Highways
Room 601
State Office Building
Salt Lake City, Utah 84114

Dear Mr. Halland:

I have been meaning to write for some time and the article on Page 1 of the "B" section of yesterday's "Deseret News" provided further impetus. The article and my concern is relative to the now unused D&RGW railroad trackage up Provo Canyon and into Heber City.

As one interested in Utah history and trains, I would very much like to see a portion of that line purchased or leased by an organization such as the Wasatch Railway Museum and Foundation. The museum has gone to great efforts to acquire a steam locomotive and cars in order to operate excursion trains for the benefit of the public, especially those thousands of children now growing up, who never knew the steam locomotive.

I have ridden on 10-12 such lines throughout the country, have thoroughly enjoyed them and know that such an operation in Utah would be extremely well received.

The operations of these little steam railroads generally look for three conditions: 1. Moderate to large population center, 2. Existing trackage, 3. Interesting scenery. The proposed setup by the Museum has all three of these conditions available. In fact, the scenery in Provo Canyon and even in Wasatch County alone is better than most of the lines with which I am acquainted.

The Strasburg Railroad in Pennsylvania is somewhat short on scenery, but because of its history, it is the most heavily patronized of all the little steam lines. The Wanamaker, Kempton and Southern Railroad in Pennsylvania and the Green Mountain Railway in Vermont both run through very scenic countryside, but no better than what is available here.

The Federal Government is concerned enough about maintaining railroad history that it has named two steam railroads as National Historic sites; these are the Durango to Silverton section of the D&RGW narrow-gauge railroad in Colorado and the East Broad Top

THE UNIVERSITY OF CHICAGO

TO THE HONORABLE MEMBERS OF THE HOUSE OF REPRESENTATIVES
IN SENATE CHAMBERS
WASHINGTON, D. C.
JANUARY 10, 1906
SIR:
I have the honor to acknowledge the receipt of your letter of the 9th inst. in relation to the proposed amendment to the act of March 3, 1879, relating to the collection of duties on imports of foreign goods, and in reply to inform you that the same has been referred to the Committee on Finance, and that they are now considering the same.

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Railroad in Pennsylvania (which, incidentally, is also a little short on scenery and not in a populated area, but nonetheless, is very heavily patronized).

Aside from the Durango to Silverton branch, which is 45 miles long and still is registered as a common carrier, and one or two other lines, the vast majority of the small steam railroads today are only 5-7 miles long.

I would certainly like to see the lower stretch of Provo Canyon from the power plant to around Bridal Veil Falls under consideration for such a railroad. If that is absolutely impossible because of proposed or pending highway construction, then the line from Heber City to around Charleston and back would be the next most logical space. I would imagine the highway could be constructed completely clear of existing trackage in Wasatch Valley so that both railroad and highway would be simultaneously operable.

Again, let me emphasize the strong desire to have an operating steam railroad in our area. My family would patronize it several times a summer and I know many other families that would ride it at least annually.

Respectfully,



Stephen L. Carr, M.D.

cc: Mr. Charles H. Nielsen, Wasatch Railway Museum and Foundation
Mr. Lowe Ashton, Wasatch County Chamber of Commerce
Mr. Jan Padfield, Deseret News

Mr. Ashton —

I agree whole heartedly with your remarks as reported in the "News". I surely hope at least some part of the line can be retained for a little steam nostalgia.

— Steve Lane